

PUB 192 (Continued)

Page 166—Lines 50 to 54/R; read:

limited to a maximum length of 360m and a maximum fresh water draft of 14.9m. Vessels with fresh water drafts up to 12.6m can reach the port independent of the tide. Vessels up to 100,000 dwt, fully laden, and 250,000 dwt, partly laden, can be accommodated within the port.

See Regulations under The Elbe (paragraph 9.2) for size limits pertaining to unusually large vessels.

(Ger NM 15/01)

32/01

PUB 193 8 Ed 2000**LAST NM 31/01**

Page 53—Line 7/R; read:

vessels of 500 grt and over, and all vessels, irrespective of size, carrying

(BA NP 286)

32/01

Page 53—Lines 48 to 49/R; read:

Service (VTS) system has been established in Oslofjorden.

(NIMA)

32/01

Page 54—Line 13/L; read:

3. Sector 2—VHF channel 80.

(BA NP 286)

32/01

Page 54—Line 18/L; read:

enter the VTS area must be obtained (also to anchor).

The reports must include the vessel name, call sign, IMO identification number, position, destination, intended route, and ETA at the pilot boarding place.

(BA NP 286)

32/01

Page 54—Line 6/R; read:

Traffic Separation Schemes.

(NIMA)

32/01

Page 54—Lines 50 to 52/R; read:

The area lying between the Traffic Separation Schemes in the vicinity of the narrow channel at Drobaksundet (59°40'N., 10°37'E.) has been designated a Precautionary Area. Vessels must navigate with extreme caution within this area.

(NIMA; US CH 43371)

32/01

Page 68—Line 29/L; read:

open sea to Oslo, see paragraphs 4.2, 4.4, 4.5, 4.7, 4.29, and 4.30.

(NIMA)

32/01

PUB 194 8 Ed 2000**LAST NM 29/01**

Page 38—Lines 24 to 25/R; read:

announcement broadcast.

Vessels which are unable to communicate by VHF should report to Great Belt Traffic (GBT) via a Danish coast radio station 2 hours prior to passage through the bridge area. The report, which must be sent as a telegram with the codeword

GBT, should also contain information concerning other possible methods of communication.

Vessels which do not have updated navigation information are advised to employ a pilot prior to passing the bridge area.

The Great Belt Traffic Center can provide advice to vessels which may constitute a risk to the West Bridge due to their size, course, or air draft. In addition, information concerning buoyage, lights, wind, currents, and traffic in the vicinity of both bridges is available.

Vessels which are required to participate in the VTS system must report to Great Belt Traffic when departing from a harbor located within the VTS area.

The language used for all communication should be Danish or English.

2.10 The dangers on the E side of Osterrenden consist mainly of

(BA NP 286)

32/01

Page 38—Line 40/R; read:

Sprogo Puller (55°18'N., 10°56'E.) has several

(NIMA)

32/01

Page 44—Lines 16 to 21/L; read:

Pilotage.—Pilotage is provided by the Store Baelt (Danpilot) station and should be requested 12 hours in advance (see paragraph 2.1). Pilots can be contacted on VHF channel 16 and board, as follows:

1. From the E—In 55°01.0'N, 10°44.0'E (Thuro Rev).
2. From the W and Faabourg—In 55°01.7'N, 10°11.2'E (Skrams Flak).
3. From the W—In 55°01.3'N, 10°31.9'E (Lehnskov).

(BA NP 286)

32/01

Page 68—Lines 11 to 27/R; read:

width of about 70m with bottom widths of up to 35m. The inner harbor basins at Odense lie 12.3 miles from the fjord entrance.

There are three main harbor basins, providing 1,670m of total quayage, with depths of 4.5 to 7.5m alongside. A tanker wharf, 420m long, is located outside the harbor, at the S side of the canal. It serves a power station and has depths of 7.5m alongside.

Vessels up to 160m in length and 6.8m draft can be accommodated at Odense.

The Lindoe Terminal Quay is situated about 3 miles SSW of the entrance to the fjord. It is 280m long and has a dredged depth of 11m alongside. Vessels up to 30,000 dwt and 9.9m draft can be accommodated at this quay.

The Lindoe Shipyard, which is situated close SW of the terminal, has a fitting out quay, 650m long. Vessels up to 400m in length, 70m beam, and 6.5m draft can be accommodated alongside.

Aspect.—An outer approach lighted buoy is moored about 2.5 miles N of the entrance to the fjord. Skoven Light (55°31.8'N., 10°34.9'E.) is shown from a framework tower, 7m high, standing at the E side of the entrance. The white sector of this light indicates the outer approach track, which leads SSE from the outer lighted buoy. A lighted range,

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which may best be seen on the chart, then indicates a track leading SW toward the entrance. Enebaerodde Light is shown from a prominent tower, 14m high, standing on the SE extremity of Hals, at the W side of the entrance. The white sector of this light indicates the fairway leading SSE through Gabet, the narrow entrance of the fjord.

The fairway channels within the fjord are marked by lighted ranges, beacons, and buoys, which may best be seen on the chart.

(Lloyds Ports; BA NP 18)

32/01

Page 68—Lines 44 to 45/R; read:

Inbound vessels should report by VHF to the pilot station upon crossing a line between Agernaes (55°38'N., 10°18'E.) and Fyns Hoved (55°37'N., 10°35'E.).

Pilots embark inbound vessels in the vicinity of the outer approach lighted buoy, in the vicinity of No. 23 lighted buoy (55°39'N., 10°46'E.) at Route T and Little Belt, or in position 55°47'N, 10°44'E (Little Belt).

(BA NP 286)

32/01

Page 68—Lines 54 to 59/R; read:

3. During ice conditions in the fjord and canal, vessels must abide by the instructions given by the harbormaster, and also the special instructions which may be published from time to time.

4. A nature reserve lies in the NW section of the fjord and entry is subject to numerous restrictions.

A Reporting System has been established and applies to all vessels over 20m in length that are equipped with VHF. It covers the area between the outer approach lighted buoy at Gabet and Odense.

All vessels within the area must keep a continuous listening watch on VHF channel 12. They must issue a position report on VHF channel 12 when passing the outer approach lighted buoy (latitude 55°33.5'N.), Lindoe Terminal (55°28.5'N., 10°32.4'E.), Klintebjerg Havn (55°28.7'N., 10°27.2'E.), and Odense Havn.

The broadcast language used should be English. The report must include the vessel name, direction (inbound/outbound), position, and draft.

Vessels hearing a transmission must reply, providing the same information. The two meeting vessels should mutually agree a safe passage.

Vessels at Odense must keep a listening watch on VHF channel 12 for 30 minutes before departure. They must also state the quay number in their report, in addition to the other information.

Anchorage.—Anchoring within the channel or canal is prohibited. Vessels can anchor, in depths of 10 to 14m, in the vicinity of the outer approach lighted buoy.

(BA NP 286; BA NP 18)

32/01

Page 69—Lines 1 to 27/L; strike out.

(NIMA)

32/01

COAST PILOT CORRECTIONS

COAST PILOT 6
(NOS)

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NEW EDITION

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